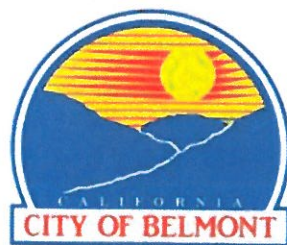


Initial Study & Negative Declaration
Davey Glen Park
City of Belmont, California
August 2015



Belmont Parks and Recreation Department
30 Twin Pines Lane, Belmont, CA 94002

"Enhancing the Quality of Life for the Community"

INTRODUCTION

1.1 INITIAL STUDY/LEGISLATIVE FRAMEWORK

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), which is found in the California Public Resources Code (PRC) Section 21000 et seq., and the CEQA Guidelines found in California Code of Regulations Title 14, Chapter 3, (CCR) Section 15000 et seq., as amended. This Initial Study is for the construction of Davey Glen Park in Belmont, California (APN: 044-162-170). This Initial Study identifies the reasonably foreseeable environmental impacts associated with grading, construction and future occupancy of the park.

1.2 CONTACTS

PROJECT TEAM

The property owner is the City of Belmont. The contact for the Project is:

Jonathan Gervais, Parks and Recreation Director
City of Belmont, Parks and Recreation Department
30 Twin Pines Lane
Belmont, CA 94002-3893 (650) 595-7441

LEAD AGENCY AND ENVIRONMENTAL DOCUMENTATION

The Lead Agency for this Initial Study is the City of Belmont. The administrative record for the Project is on file at the City's Parks and Recreation Department. The Environmental Document was prepared by:

Allison Knapp Wollam, Knapp Planning and Environmental Consulting
Jonathan Gervais, Director of Belmont Parks and Recreation Department
Crane Transportation Group
Stevens, Ferrone and Bailey, Engineering Company, Inc.

1.3 DOCUMENTS INCORPORATED BY REFERENCE

The following documents are incorporated as part of the Davey Glen Park Project.

- *Initial Study and Mitigated Negative Declaration for the Ross Woods Subdivision* (Ross Woods, City of Belmont, State Clearinghouse #2000082051, October, 2000. Lamphier & Associates).

- *Archeological Evaluation of CA-SMA-335/H. The Ross Woods Estates Townhouse Project Area in the city of Belmont, Can Mateo County, CA* by Holman & Associates, March 1998
- *Archeological and Historic Mitigation Program for the Ross Woods Project at 1 Davey Glen Road in the City of Belmont CA-SMA-335/H* by Archeological Resource Management, January 2003
- *Geotechnical Investigation, Ross Woods Residential Development, Belmont, CA*, Treadwell & Rollo Consultants, May 2000
- *Evaluation of Traffic/Parking & Pedestrian Issues at the Proposed Davy Glen Park in Belmont* (January 11, 2012. Crane Transportation Group)
- *Geotechnical Investigation Davey Glen Park*, Stevens, Ferrone and Bailey, Engineering Company Inc., March 4, 2014

1.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Environmental factors that may be affected by the project, as defined by CEQA and as described herein, are listed below. Chapter 3 includes the impact analysis.

Aesthetics	Hazards & Hazardous Materials	Public Services
Agriculture & Forest Resources	Hydrology and Water Quality	Recreation
Air Quality	Land Use and Planning	Transportation
Greenhouse Gas	Mineral Resources	Utilities & Service Systems
Biological Resources	Noise	Cumulative Impacts
Cultural Resources	Population & Housing	
Geology & Soils		

1.5 LEAD AGENCY'S DETERMINATION

On the basis of the evaluation in this Initial Study:

- ☒ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT will be prepared.

I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, although at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. Therefore, a FOCUSED ENVIRONMENTAL IMPACT REPORT will be prepared and shall analyze only the effects that remain to be addressed.

I find that although the proposed Project could have a significant effect on the environment, however, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or MITIGATED NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or MITIGATED NEGATIVE DECLARATION, including mitigation measures that are proposed as part of the Project, an ADDENDUM pursuant to California Code of Regulations Title 14, Chapter 3, Section 15164 to a previous EIR/MITIGATED NEGATIVE DECLARATION will be prepared.


Jonathan Gervais
Parks and Recreation Department

7/23/15
Date

PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The Project site is located in the Central Neighborhood, one of 14 neighborhoods within the City of Belmont. The site can be accessed traveling westbound on Davey Glen Road from El Camino Real. The Project site is at the beginning of the curve in Davey Glen Road that connects to Middle Road and El Camino Real. The Assessor's Parcel Number is 044-162-170.

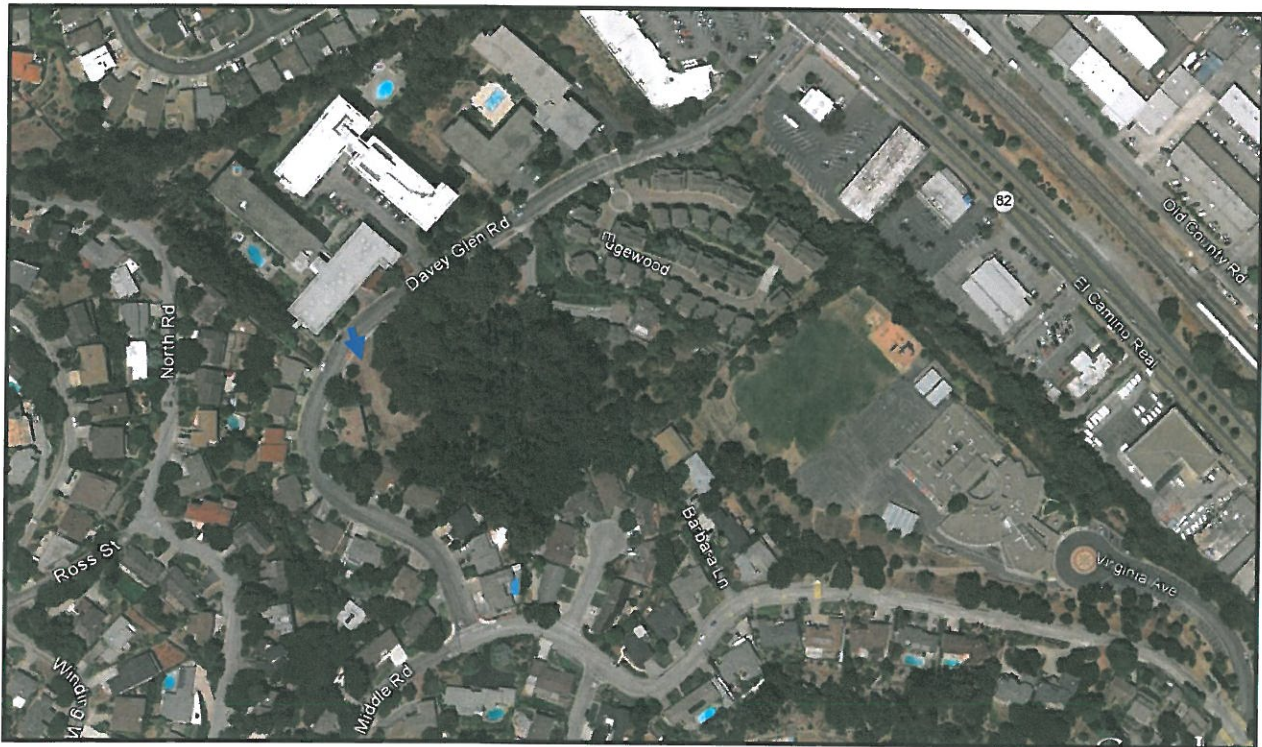


FIGURE 2.1
PROJECT LOCATION

2.2 PROJECT DESCRIPTION

BACKGROUND

Davey Glen Park was envisioned in the precise plan for the Ross Woods Subdivision. The City, in October 2000 adopted an initial study and mitigated negative declaration (State Clearinghouse # 2000082051, City Project # 00-1045) for the Ross Woods Subdivision. The Ross Woods Subdivision proposed and received approval to:

1. Subdivide a 7.3 acre parcel to construct 32 townhomes;
2. Relocate and restore (on site) the historic Ross Home;
3. Perform archaeological testing that resulted in identifying CA-SMA-335/H on the parcel and develop and implement an archaeological treatment plan;
4. Record a 3.6 acre scenic easement; and
5. Dedicate a one acre parcel to the City of Belmont for construction of Davey Glen Park.

The Ross Woods Subdivision was approved and constructed and is fully occupied. **Figures 2.2 and 2.3** show the relationship of the townhomes, scenic easement area, and the Davey Glen Park site. The location of the park is largely in an area previously disturbed by grading where artificial fill ranges from 4.5 to 13 feet in depth. A storm drain that runs underneath the park site as indicated by the blue line. The park location was envisioned and analyzed in the Ross Woods Subdivision approvals (Lamphier and Gregory, 2000).

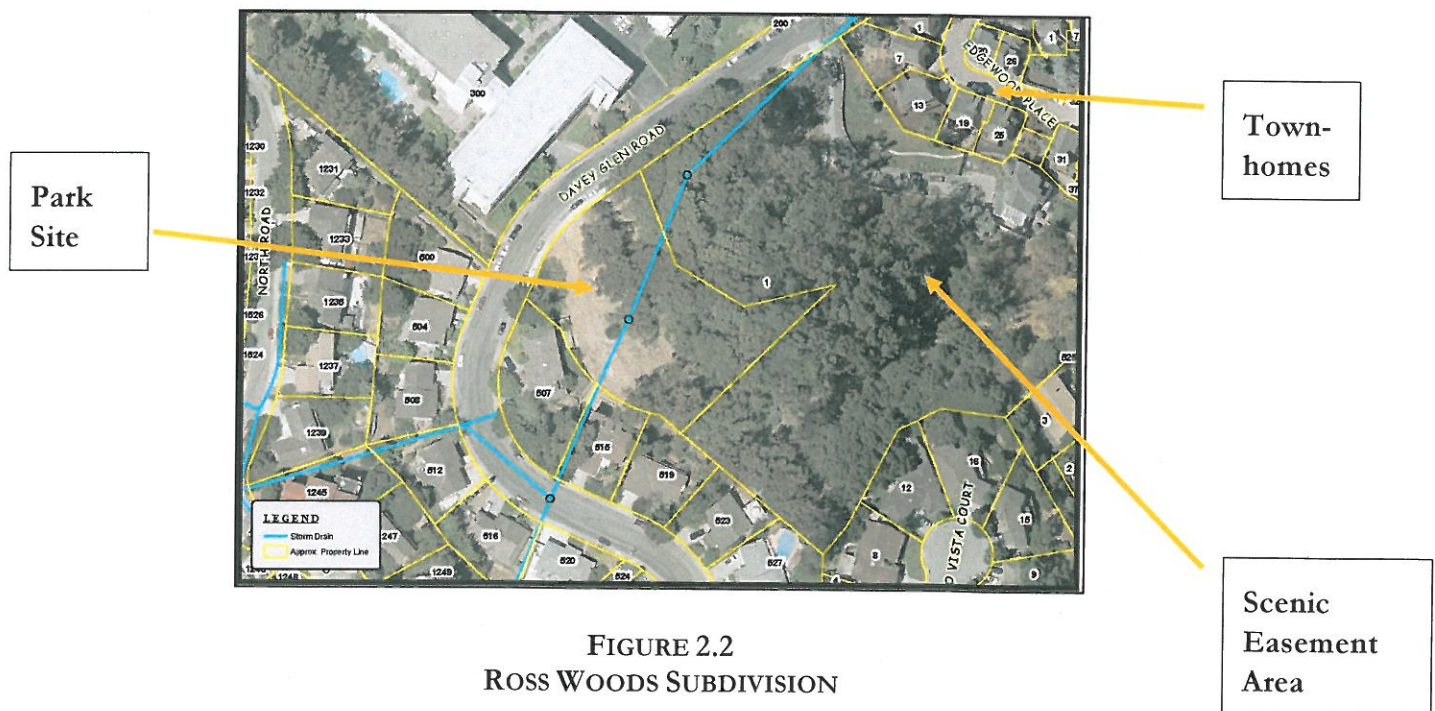


FIGURE 2.2
ROSS WOODS SUBDIVISION

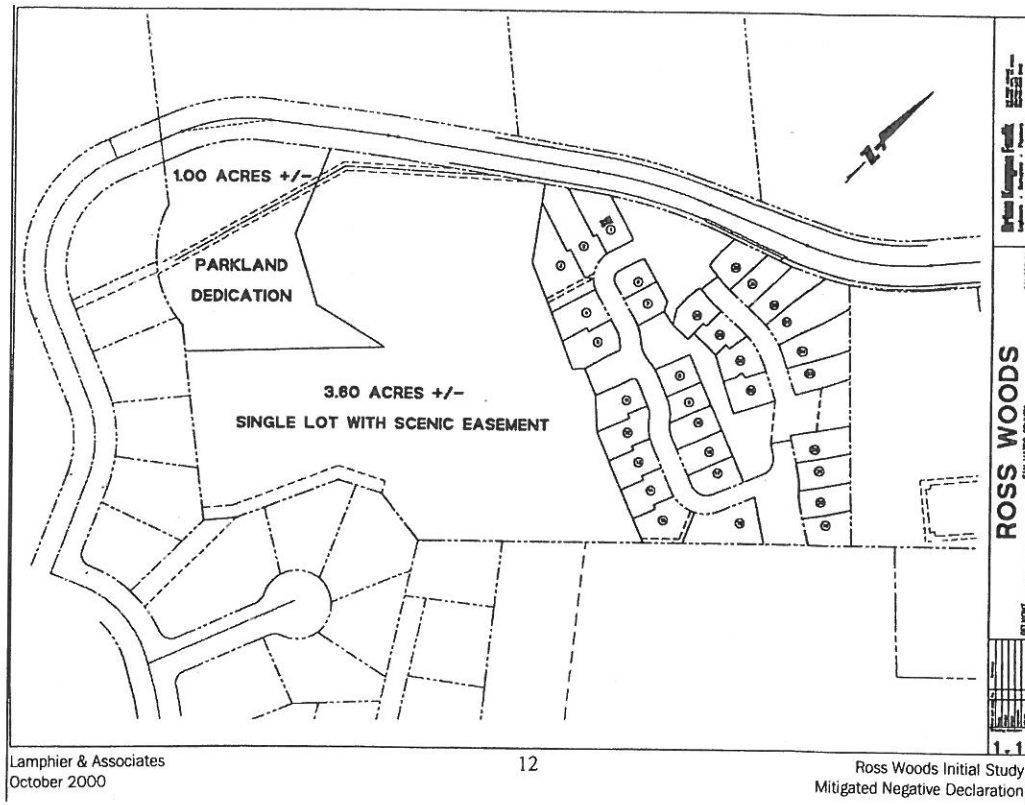


FIGURE 2.3
ROSS WOODS PROJECT ANALYZED IN 2000

The project site has been altered by past construction projects including emplacement of a storm drain underneath the property, trenching, importation of soil, and grading that leveled a portion of the site. The site was also used as a staging area during the construction of the Davey Glen townhouses at the bottom of Davey Glen Road. The geotechnical report for the Project (Stevens, Ferrone and Bailey, October, 2013) notes that artificial fill ranging in depth from 4.5 to 13 feet is located across most of the site. The area of the site leveled by previous activity is planned to be the central area of the park.

The site is dominated by the growth of a non-native eucalyptus grove with scattered native trees occupying a slope. The site is surrounded on two sides by a scenic easement area of approximately 3.6 acres that includes a mixed native and non-native forest. The scenic easement areas and steep slopes would not be altered by the project.

Archaeological site CA-SMA-335H was discovered and catalogued east of the project site. The estimated outside limits of CA-SMA-335H were mapped by Holman and Associates, Archaeologists in 1997 and as mapped are approximately 160 feet east of the Project site. A spring is mapped in the southeast corner of the Project, outside the area of disturbance. A seep area is also located on the scenic easement parcel, approximately 200 feet east of the Project.

The Ross Woods Subdivision is approximately 390 feet east of the Project site. Single family residential is located adjacent to and along the western and southern Project boundaries. Davey Glen Road fronts the northern Project boundary.

DAVEY GLEN PARK PROJECT

The subject of this Initial Study is the tree removal, grading, landscaping and construction of the neighborhood park on a one acre site located adjacent to Davey Glen Road. The activity area would concentrate on approximately 1/3rd of the one-acre park site. Access from the street would include stairs, an accessible ramp, seating, and an interpretive sign. Other site improvements would include a non-vehicular ramp located east of the stairs, a dry creek bed to collect and filter stormwater runoff, a synthetic turf area including benches and picnic tables, and a playground. No lighting, bathrooms, or drinking fountains are proposed for the park. There would be one waste enclosure station with different receptacles for waste, recycling, and compost. The project includes traffic signage that would alert drivers of the presence of a park. The signs would be placed on both the up- and down-hill sides of Davey Glen Road. The project also includes one accessible parking space on Davey Glen Road.

Construction of the park would be completed in approximately six months and access would be from Davey Glen Road. Up to 700 cubic yards of soil would be graded to a depth of one to three feet. Grading and compaction would be required to ensure the soil underneath the entrance stairs, ramps, and pathways are compacted and stable with the proper slope. Grading depth would range from one to three feet of the artificial fill that covers the site. No import of fill material is anticipated. Grading would require approximately three weeks of the six-month schedule.

Tree removal is needed to protect park visitors, reduce fire hazard, and remove invasive species. The majority of the site is a non-native eucalyptus forest with scattered native trees occupying a steep slope. Eucalyptus trees are known for dropping limbs without warning and trees that have the potential to fall on park areas need to be removed. The fire danger from Eucalyptus trees is very high and Eucalyptus leaf duff that builds up on the forest floor is highly flammable. In addition, Eucalyptus trees create their own monoculture to the exclusion of other species. The project includes planting native and drought tolerant trees and other landscaping appropriate for the site. The project would result in the trimming or removal of up to 53 trees identified in the following table.

TREE TRIMMING AND/OR REMOVAL		
Species	Size*	Trim/Remove
Eucalyptus Globulus	Under 10" DBH	11
Eucalyptus Globulus	Over 10" DBH	38
Monterey Pine	Over 10" DBH	3
Coast Live Oak	10" DBH	1

*Diameter at Breast Height- measurement of tree size

MASTER PLAN NOTES/ DESCRIPTIONS:

Numbered items below refer to (numbers) location on the Master Plan.

1. ADA (Americans with Disabilities Act) parking space, ramps and signage.
2. Davey Glen Park sign and low color-coded accent planting.
3. Park entry steps and landing provide users with the choice of a direct route or the ability to meander, pause, sit, and enjoy the view. The steps lead up to the park from several vantage points. Steps double and long lasting, integrally colored with sand and concrete. Landings: wood with cable rail, in keeping with the park's desired natural materials, colors and aesthetics.
4. Low wall retains the grade, screens the ramps and handrails below and creates a backdrop to display accent plantings.
5. Ramp and stairs will match top material and handrails to be complementary. Ramp re-joins middle landing giving park users choices.
6. Maintenance access path. Material to match walks, steps and ramps.
7. Bench and/or setwall opportunities.
8. Plantings: New high-canopy, deciduous trees and low understory plantings allow vistas/ safety monitoring and provide seasonal color and summer shade for enjoyment of park visitors.
9. Boxwood hedges and shrubs to screen parking area and provide privacy for users and maintenance staff.
10. Native non-mow low water usage sedges and shrubs for low maintenance.
11. Recycle and rubbish containers located in wood enclosure for ease of users and maintenance staff.
12. Newly finished, economical, low cable and post fence, hidden by a low thicket of shrubs, discourages errant traffic.
13. Sensible slopes, provides a safety net for small children and helps contain play toys, soccer balls and etc.
14. Sensible slopes, provides a safety net for small children and helps contain play toys, soccer balls and etc. privacy for both users and adjacent homes.
15. Attractive 6' tall existing wood fence to remain (private property).
16. Walkways offer park users a diversity of experiences, vistas & solar exposures including both sunny and open near the top of bank and partly shaded, protected and sheltered, closer to the seating area. A flat space for strolling or leaning.
17. Cascade creek water demonstration bog/pond and natural play feature: collects storm water from the walkways and directs it through a rock and tree lined streambed. The ephemeral creek softens the landscape, provides an opportunity for play with natural materials, and manages the storm water.
18. The manhole will be covered in the synthetic turf material, and accessed if needed by City employees.
19. Open play area (14' x 20' W x 14' L) for both active & quiet, passive uses. Synthetic turf will be used to ensure the area remains safe and accessible for all users.
20. New 6' tall wood property line fence to be similar to existing private wood fence (14').
21. Picnic Area that includes conversation tables for picnics and birthday parties. Shaded by planted trees, the site will be highly set off from the play area with decorative walls.
22. The picnic area will match the fence at the property line, protect the park and stops errant traffic on sensitive slopes and private property.
23. Steep, sensitive slopes to be protected, undeveloped.
24. Park overlook with setwall captures key vistas and a good location option for a future interpretive exhibit.
25. Interpretive signage - final locations, quantities, and content to be determined.
26. Park terraces and playground with activities and play structure for children is completely safety fenced.

PARK BACKGROUND AND FUTURE:

The Native Americans originally inhabited the area of Davey Glen Park and it appears a small tribe lived near the El Estero and the creek. The site is a portion of a larger estate that was once owned by George Ross, a prominent attorney and founder of the City of San Mateo, and later Adair Davey who bought the Davey Tree Company to the west coast.

Belmont is working on building this park because this neighborhood currently lacks park space. Starting in 2007, the City of Belmont began developing plans to build a park at this location.

The park design on this display is the result of a lengthy and thorough public process, with the main goal of building a park that will serve all residents with places for play, rest, and the enjoyment and preservation of nature. In addition, the design goals for the park included:

- Work with the existing topography/ reduce grading and minimal impacts and costs on the site
- Provide a safe and accessible park for all
- Provide equal park access to all
- Reduce the fire danger from the encryptions and brush
- Use long-lasting materials in keeping with the natural character of the site
- Choose water and city maintenance conscience plants

Funds used to build this project are coming from developer fees, grants, and fundraising, not from property tax. If you would like to donate toward building this park, please contact the city at: (650) 565-7441 and/or at the Parks & Recreation email: parks@belmont.gov

Thank you for your interest and support!



DAVEY GLEN PARK

BELMONT, CALIFORNIA

FINAL MASTER PLAN DESIGN MARCH 2015

BrentCottong + Associates
LANDSCAPE ARCHITECTURE

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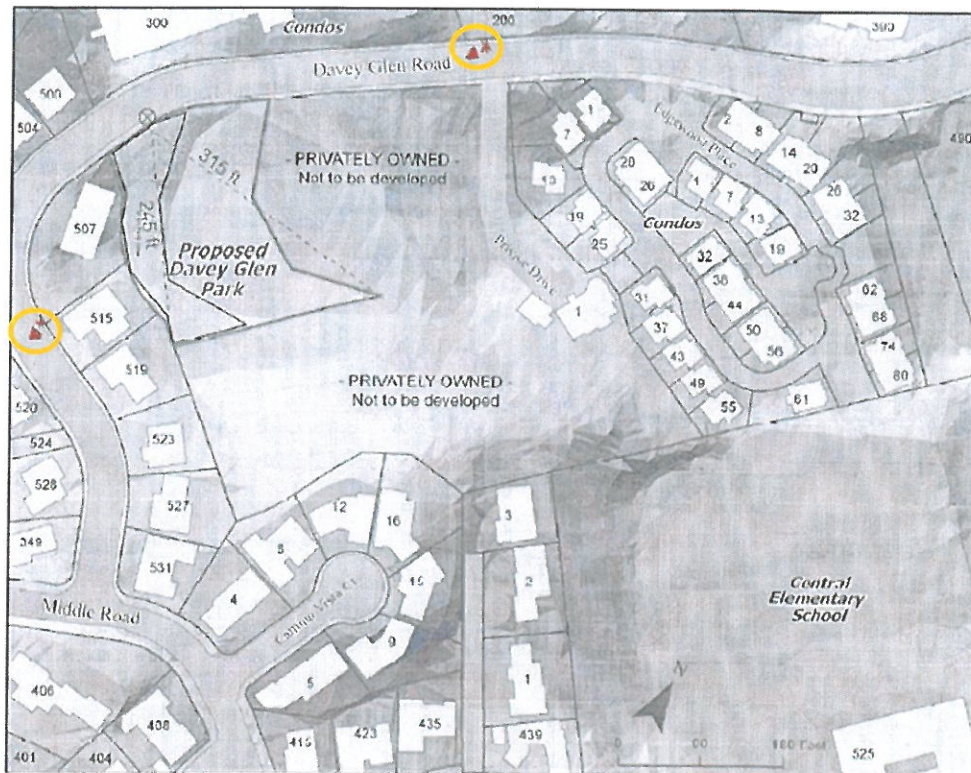


FIGURE 2.5- LOCATION OF STREET SIGNS

Rainfall Harvest System

The City of Belmont is also considering the installation of a rainfall harvesting system on the site. Although not funded, the City is seeking grants to install the system on the site and it is evaluated in this Initial Study. The proposed rainfall harvesting system and detention system would consist of utilizing 12 foot diameter pipes approximately 66 feet and 200 feet in length. The installation of these pipes would require a temporary shoring system to stabilize the embankment while excavating is done for the trench. The project site would be regraded and the park built after the installation of the rainfall harvesting system. The estimated quantity for excavation is 2,800 cubic yard with a cut of approximately 16 feet deep along the embankment of the existing slope. If funding becomes available, the rainfall harvest system would take approximately two months to complete prior to construction of the park with about three weeks of grading.

The purpose of the rainfall harvest system is to protect water quality and reduce pollutant runoff to receiving waters by capturing the “first flush” storm water runoff. The higher flows will be bypassed into a detention system that meters the outflow to the existing downstream storm water system, which will reduce the overall peak discharge to O’ Neill Slough. The system is designed to meet multiple goals, including:

- Storm water treatment to protect water quality in O’ Neill Slough.
- Educate the community on storm water quality and rainfall harvesting benefits.

- Eliminated need to improve existing drainage system downstream by reducing peak discharge.

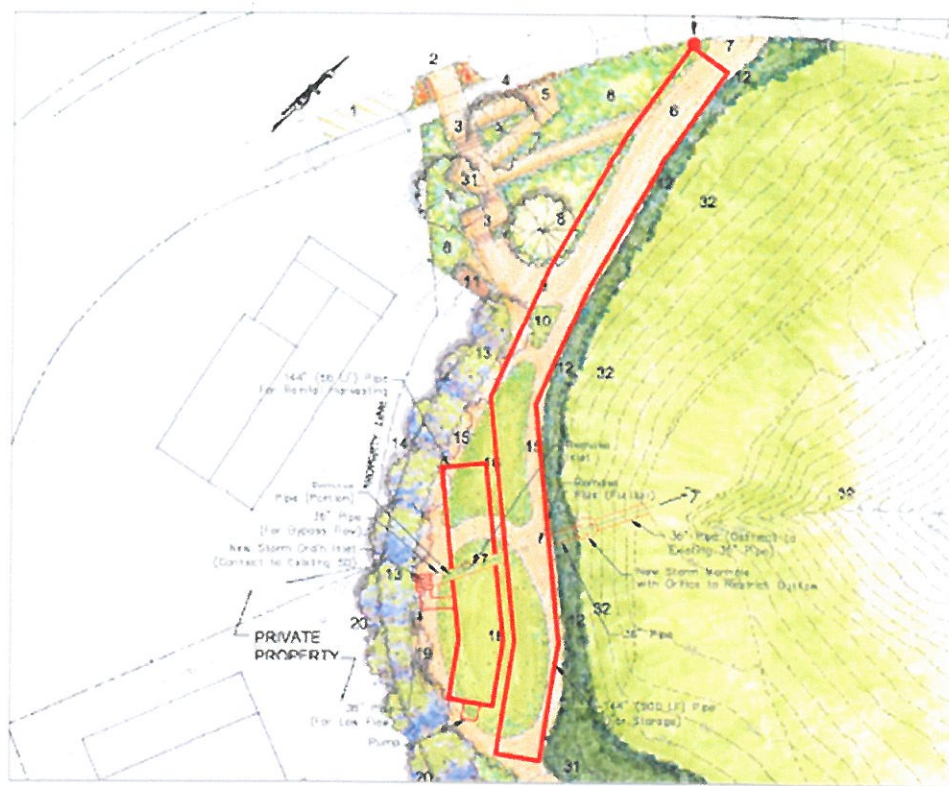


FIGURE 2.6- RAINFALL HARVEST SYSTEM CONCEPTUAL PLAN

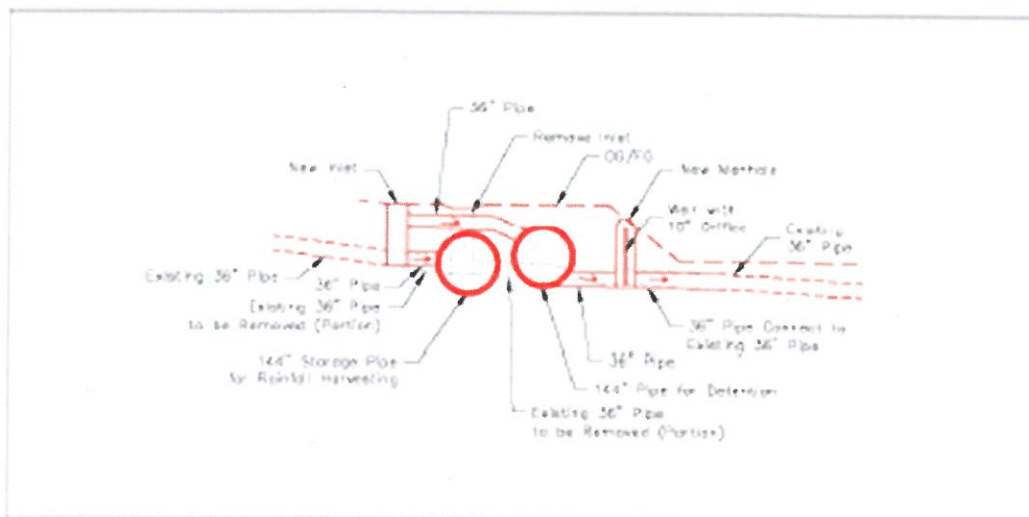


FIGURE 2.7- RAINFALL HARVEST SYSTEM CONCEPTUAL SECTION PLAN

2.3 ENVIRONMENTAL PROTECTION MEASURES INCORPORATED INTO THE PROJECT

The following measures are proposed as part of the project. These measures are in addition to the City's standard requirements that apply to the project and are designed to reduce the environmental impacts. These mitigations are consistent with the mitigations in the Ross Woods Initial Study/Mitigated Negative Declaration.

A. AIR QUALITY

FUGITIVE DUST EMISSIONS REDUCTION MEASURES. The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's fugitive dust control measures, including the following requirements in construction contracts:

- A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All exposed surfaces (during grading and construction) shall be watered to prevent dust.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiled materials.
- Sweep streets regularly (with wet power vacuum sweepers) if visible soil material is carried onto adjacent public streets.
- Replant vegetation in disturbed areas as quickly as possible.

EXHAUST EMISSIONS REDUCTION MEASURES. The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two (2) minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment, diesel trucks and generators shall be equipped with Best Available Control Technology for emission reductions of NO_x and PM to the maximum extent feasible.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications.
- All equipment shall be checked by a certified mechanic and determined to be in proper running order prior to operation.

- Diesel powered equipment shall not be left inactive and idling for more than five minutes, and shall comply with applicable BAAQMD rules.
- Use alternative fueled construction equipment, if possible.
- During Grading and Construction: Off-road equipment of more than 50 horsepower to be used during construction shall achieve a fleet-average of 10 percent in NO_x emissions and 65 percent PM reduction compared to the most recent CARB fleet average.
- A construction superintendent shall be on site during all demolition, grading and construction activities to enforce these regulations.

B. BIOLOGICAL RESOURCES

- **RAPTOR /MIGRATORY BIRD PROTECTION:** Outside of Nesting Season: Vegetation and tree removal shall be scheduled to take place outside of the nesting season (which occurs from February 1 to August 31) to avoid impacts to nesting; or,
- During Nesting Season: A qualified biologist shall conduct a survey for nesting raptors and other birds within five days prior to the start of tree removal activities if tree removal is unavoidable during the nesting season. Tree removal and construction activities may take place as scheduled if active nests are not present. The biologist shall determine the appropriate buffer to be established around the nest if any active nests are detected.

C. CULTURAL RESOURCES

- A licensed archaeologist shall be on site during preliminary grading to inspect site soils. Should site soils appear culturally significant the archaeologist shall call a halt to grading operations in the potentially affected areas until the find is evaluated. A mitigation program to preserve the cultural resource in situ, remove and preserve in a museum or university, photograph and catalogue, or other method(s) deemed appropriate by the archaeologist if warranted, shall occur and shall be in compliance with Mitigation Measure 16 from the 2000 MND for Ross Woods Subdivision.

D. GEOTECHNICAL

- The recommendations included in the Geotechnical Report for the project have been integrated into the design.

E. WATER QUALITY

- Permeable pavements are incorporated where feasible into the park design.
- Drainage from approximately half of the paved surfaces will be filtered through a vegetated swale before discharging to the City's storm drain system.
- Waste enclosures will be covered.
- Filter fabric cloth, rock bags, or straw wattles will be placed at all drain inlets to prevent pollutants from entering storm drains.
- Spills, leaks, or drips will be cleaned up immediately by using dry cleanup methods.

- Straw matting will be placed at the temporary sloped areas for erosion control.
- Stockpiled soils will be covered to protect from erosion.
- Hazardous materials (paints, solvents, chemicals) will be stored in accordance with secondary containment regulations and covered during wet weather.
- Spills and leaks will be prevented by maintaining equipment.

F. NOISE

- Construction related noise will be limited to 8:00 AM to 5:00 PM Monday through Friday and 10:00 AM to 5:00 PM on Saturdays. No construction related noise will be allowed on Sundays and Holidays.
- All gasoline-powered equipment is required to be baffled and muffled to attenuate sound transmission.

G. TRANSPORTATION

- Pedestrian crossing “warning/informational” signs would be posted on both the up and downhill Davey Glen Road approaches to the park in order to alert drivers of the potential crossings

ENVIRONMENTAL CHECKLIST

This Environmental Checklist provides the technical analysis and discussion of potential environmental impacts of the proposed project, Davey Glen Park in Belmont, California.

ENVIRONMENTAL CHECKLIST

The following checklist is consistent with Appendix G of the CEQA Guidelines. A “*no impact*” response indicates that the project would not result in an environmental impact in a particular area of interest, either because the resource is not present, or the project does not have the potential to cause an effect on the resource. A “*less than significant*” response indicates that the impact would not exceed established thresholds, there are standard procedures in place that would reduce the impact not requiring mitigation, or feasible mitigation measures are in place to reduce the impact to a level “*less than significant with mitigation*.” No “*potentially significant impact*” responses are identified, indicating that the project would not exceed established thresholds and there are no impacts that could not be reduced or avoided by utilizing standard operating procedures, program requirements, or design features.

3.1 AESTHETICS

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X

The project site was previously graded resulting in a terraced area of imported fill bounded by houses, a road, and a Eucalyptus forest. Views of the San Francisco Bay are blocked by the dense growth of Eucalyptus trees. The terraced area is hard packed dirt that is seasonally covered with

non-natives weeds that are controlled by the Parks and Recreation Department. The project site is not designated as scenic by the Belmont General Plan nor is it located within a designated scenic corridor or within a state or local scenic highway. The 3.6 acre Eucalyptus forest and household on the eastern boundary of the site is held privately under a scenic easement which was designed to protect the “natural, scenic, and open space values (Collectively ‘Scenic Values’)” of the land (Ross Woods Scenic Easement, page 1, Section E).

The project would have beneficial impacts on scenic vistas and the visual quality of the area. Tree removal would open up views of the San Francisco Bay from the site in an inviting park environment. The site itself is currently barren and the park would greatly enhance it with plantings, finished pathways, and graceful stairs. In addition, the park would allow better views into the Scenic Easement area for the enjoyment of visitors. Because no lights are planned for the park it would not result in a new source of substantial light or glare and would not adversely affect day or nighttime views. The project would have no impact on designated scenic routes within a state or local scenic highway. The project would improve the scenic quality of the site by re-vegetating barren areas, providing view corridors, and a place to enjoy the scenic quality of the area.

3.2 AGRICULTURAL AND FOREST RESOURCES

	Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II.	AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in the Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

The project would not adversely affect existing agricultural operations. Review of the Farmland Mapping and Monitoring Program on the California Resource Agency's website indicates that there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the project site or in the surrounding area. No farmland exists on site or in the surrounding area and thus no impacts would result in conversion of farmland to non-agricultural use. The project would not impact agricultural resources individually or cumulatively and is not in any Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), or in Williamson Act Contract. The project would not convert farmland to a non-agricultural use and no impacts would result.

The site is not zoned for timberland production or in use as such, and use of the site as a neighborhood park would not cause rezoning of forest land (as defined in the Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

3.3 AIR QUALITY

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III.	AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Meteorological data collected at the San Francisco International Airport (SFO), which is approximately eight miles northwest of the project site, are representative of general conditions in Belmont. Average maximum and minimum winter (i.e., January) temperatures at SFO are 56 and 42 °F, respectively, while average summer (i.e., July) maximum and minimum temperatures are 72 and 54 °F, respectively. Precipitation at SFO averages approximately 20 inches per year¹.

Annual average wind speeds range from five to 10 miles per hour (mph) throughout the peninsula. The east side of the mountains has a westerly wind pattern; however, it is influenced by local topographic features. That is, a few hundred feet rise in elevation will induce flow around that feature instead of over it during stable atmospheric conditions. This can change the wind pattern by as much as 90 degrees over short distances. On mornings without a strong pressure gradient, areas on the east side of the peninsula often experience eastern flow in the surface layer, induced by upslope flow on the east-facing slopes and by the bay breeze. The bay breeze is rarely seen in the afternoon because the stronger sea breeze dominates the flow pattern².

The project would construct a park in a residential neighborhood. Minimal grading would occur, approximately 700 cubic yards to a depth ranging from one to three feet. Construction would occur over a six month period. Material transport would be negligible as most of the excavated material would be reused on the site. Operational traffic volume would be 10 to 22 trips per day or less.

If the rainfall harvest system is constructed, an additional 2,800 cubic yards of grading would occur over a two month construction period.

The BAAQMD *CEQA Air Quality Guidelines* (dated June 2010, updated in May 2011) provides screening criteria to assess construction and operational emissions from land use development projects. The BAAQMD screening criteria for a city park is 67 acres in size. The project is one acre

¹ Western Regional Climate Center, *Local Climate Data Summaries for San Francisco International Airport, California*.
<http://www.wrcc.dri.edu/cgi-bin/cliid.pl?ca23234>.

² Bay Area Air Quality Management District. October 4, 2010, Bay Area Climatology
<http://www.baaqmd.gov/Divisions/Communications-and-Outreach/Air-Quality-in-the-Bay-Area/Bay-Area-Climatology.aspx>.

of which approximately 0.3 acres would be actively prepared and used for a park; the remaining area would be passive. The project air quality impacts are expected to be less than significant pursuant to the BAAQMD screening criteria. Secondly, Mitigation Measures within the BAAQMD CEQA Guidelines would be employed as well as equipment specifications further reducing air quality impacts.

Criteria a) Consistency with Air Quality Plan

On September 15, 2010, the BAAQMD adopted the 2010 Clean Air Plan (CAP) that updates the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act (CCAA) to implement feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gas emissions in a single, integrated plan; and establish emission control measures to be adopted or implemented in the 2010 through 2012 timeframe. The primary goal of the 2010 Bay Area CAP is to:

- Attain air quality standards;
- Reduce population exposure and protecting public health in the Bay Area; and
- Reduce GHG emissions and protect the climate.

The recommended measure for determining project compliance with these goals is consistency with BAAQMD-approved CEQA thresholds of significance. If approval of a project does not result in significant and unavoidable air quality impacts after the application of feasible mitigation, the project would be considered consistent with the 2010 Bay Area CAP. The project would be consistent with the 2010 Bay Area CAP, and thus, the impact is considered less than significant.

Criteria b and c) Violation of Standards and a Cumulatively Considerable Net Increase

Air quality impacts are associated with both construction and operation of a project. BAAQMD rules and regulations govern certain aspects of the construction phase of projects including portable equipment (e.g., gasoline- or diesel-powered engines used for power generation, pumps, and compressors), fugitive dust, and paving materials. The project does not meet the minimum 67 acre park threshold that triggers an impact assessment. The project air quality impacts are expected to be less than significant pursuant to the BAAQMD screening criteria.

d) Impacts to Sensitive Receptors

People that are more susceptible to the effects of air pollution within the general population include children, elderly, and those that suffer from certain illnesses or disabilities. Therefore, schools, convalescent homes, and hospitals are considered to be sensitive receptors to air pollution. Residential areas are also considered sensitive to poor air quality because people usually stay home for extended periods of time, which results in greater exposure to localized air pollutants. Residential land uses are adjacent to the western boundary of the project site. The Central Elementary School is approximately 650 feet east of the project site. The health impacts are less than significant given the size of the project, the short-term construction activities, mitigation

measures required and proposed as part of the project, number of cumulative sources nearby, and the location of sensitive receptors.

e) Odor Impacts

Generally, the BAAQMD considers a project with the potential to frequently expose members of the public to objectionable odors as causing an impact. The BAAQMD's criteria for odors are based on the number of odor complaints generated by a project. Diesel-fueled construction equipment would generate some odors associated with diesel exhaust; however, these emissions typically dissipate quickly and would be unlikely to affect a substantial number of people. Odor impacts associated with construction and operation of the project would be less than significant.

FUGITIVE DUST EMISSIONS REDUCTION MEASURES. The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's fugitive dust control measures, including the following requirements in construction contracts:

- A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. [Occurs less than three percent of the year.]
- All exposed surfaces (during grading and construction) shall be watered to prevent dust.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiled materials.
- Sweep streets regularly (with wet power vacuum sweepers) if visible soil material is carried onto adjacent public streets.
- Replant vegetation in disturbed areas as quickly as possible.

EXHAUST EMISSIONS REDUCTION MEASURES. The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two (2) minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment, diesel trucks and generators shall be equipped with Best Available Control Technology for emission reductions of NO_x and PM to the maximum extent feasible.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications.
- All equipment shall be checked by a certified mechanic and determined to be in proper running order prior to operation.

- Diesel powered equipment shall not be left inactive and idling for more than five minutes, and shall comply with applicable BAAQMD rules.
- Use alternative fueled construction equipment, if possible.
- During Grading and Construction: Off-road equipment of more than 50 horsepower to be used during construction shall achieve a fleet-average of 10 percent in NO_x emissions and 65 percent PM reduction compared to the most recent CARB fleet average.
- A construction superintendent shall be on site during demolition, grading and construction activities to enforce these regulations.

3.4 GREENHOUSE GAS EMISSIONS

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. GREENHOUSE GAS EMISSIONS —Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The project would not result in an impact or contribute to a cumulative impact with respect to GHG emissions. The project would be de minimus in impacts due to the small size, passive operational activities and low trip generation (10-22 two way trips per day). The project, a neighborhood park, is not identified by the BAAQMD as a land use requiring a reduction in GHG. The project does not meet the minimum threshold for GHG analysis identified by the BAAQMD. Project GHG impacts related to construction and operation of the park would be less than significant.

3.5 BIOLOGICAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

a and d) Habitat and Species Modifications and State and Federal Regulations

The site has been impacted by past human activities and does not contain native habitats. Construction on a storm drain pipe and staging for nearby construction impacted the site including the importation of soil and grading that leveled a portion of the site that is planned to be the central area of the park. The remainder of the site is a non-native eucalyptus forest with scattered native trees occupying a steep slope. The site is surrounded on two sides by a scenic easement area of

approximately 3.6 acres that includes a mixed native and non-native forest with a few native oaks scattered in a non-native eucalyptus forest.

The area where the park is proposed is hard packed dirt without mature trees and little habitat value. The area supports local deer population feeding on grasses in addition to other common animals such as ravens, squirrels, and mourning doves. As stated in the Ross Woods Initial Study/Mitigated Negative Declaration, "The project site supports a number of wildlife species common to the local area, although no special status species were discovered during biological surveys on any portion of the project site (Page 60)."

Nesting birds are protected by the California Department of Fish and Game (CDFG) Code Section 3503, which reads, "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." The Federal Migratory Bird Treaty Act (MBTA) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This Act encompasses whole birds, parts of birds, and bird nests and eggs. The MBTA is enforced by the CDFG.

Construction activities during the breeding season could result in the incidental loss of fertile eggs or nestlings or nest abandonment. The City will either conduct tree removal during the non-nesting season which in San Mateo County is September 1- January 31 or conduct a nesting survey within five days prior to tree removal. If nests are discovered, protection may require leaving the tree in place and based upon the type of bird species identified by the biological study, various setbacks during project construction may be required until the birds have fledged.

Outside of Nesting Season: Vegetation and tree removal shall be scheduled to take place outside of the nesting season (which occurs from February 1 to August 31) to avoid impacts to nesting; or,

During Nesting Season: A qualified biologist shall conduct a survey for nesting raptors and other birds within five days prior to the start of tree removal activities if tree removal is unavoidable during the nesting season. Tree removal and construction activities may take place as scheduled if active nests are not present. The biologist shall determine the appropriate buffer to be established around the nest if any active nests are detected.

The project would have a less than significant with respect to migratory birds because the project would not remove migratory bird nests during nesting season. The project would improve the habitat value of the site by removing some Eucalyptus trees that impede the growth of native habitat.

b and c) Potential Impact on Riparian or Other Sensitive Natural Communities and Impacts to Wetlands

A spring is mapped on the project site 70 feet outside the limits of grading. A seep area is located approximately 250 feet east of the project site on the scenic easement parcel. The project would avoid the spring and the seep area and result in no impact to riparian habitat, waters or wetlands. .

The proposed construction would avoid this spring and not alter its flow or water quality. The project would not result in an impact to wetlands, riparian habitat or waters of the United States as there would be no disturbance to the spring located on the site or the seep area off the site on the scenic easement.

e) Conflicts with Local Policies or Ordinances Protecting Biological Resources

Tree trimming and removal is needed to protect park visitors, reduce fire hazard, and remove invasive species. The majority of the site is a non-native eucalyptus forest with scattered native trees occupying a steep slope. Eucalyptus trees are known for dropping limbs without warning and trees that have the potential to fall on park areas need to be removed. The fire danger from Eucalyptus trees is very high and Eucalyptus leaf duff that builds up on the forest floor is highly flammable. In addition, Eucalyptus trees create their own monoculture to the exclusion of other species.

The project would result in the trimming or removal of up to 53 trees identified in the following table. Eucalyptus and Monterey Pine over ten inches Diameter at Breast Height (DBH) are included as protected trees under the Belmont Tree Ordinance and require a one for one replacement. One native protected tree that would be removed for the project is a 10 inch diameter Coast Live Oak.

This impact would be mitigated by the tree planting that is part of the project including planting native and drought tolerant trees and other landscaping appropriate for the site. A combination of native and ornamental plantings that would be compatible with the local habitat will be planted including Strawberry trees (*Arbutus Marina* and *Arbutus Unedo*) and Japanese maples (*Acer japonicum* 'Aconitifolium'). The project would result in the removal of an invasive tree species and replanting with a mix of native and non-native ornamental trees compatible with the site. The project would pose a less than significant impact with respect to violation of City Ordinances protecting biological resources.

TREE TRIMMING AND/OR REMOVAL		
Species	Size*	Trim/Remove
Eucalyptus Globulus	Under 10" DBH	11
Eucalyptus Globulus	Over 10" DBH	38
Monterey Pine	Over 10" DBH	3
Coast Live Oak	10" DBH	1

*Diameter at Breast Height- measurement of tree size

f) Habitat Conservation Plans

The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan area with respect to state and federal law. The project would have no impact with respect to state and federal habitat and natural community plans.

3.6 CULTURAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

a) Historic Resources

There are no structures on the project site nor historic remains. The project would have no impact on historic resources.

b - d) Archaeological Resources

The following archeological studies are on file with the City Parks and Recreation Department and incorporated into the analysis:

Archeological Evaluation of CA-SMA-335/H. The Ross Woods Estates Townhouse Project Area in the city of Belmont, Can Mateo County, CA by Holman & Associates, March 1998

Archeological and Historic Mitigation Program for the Ross Woods Project at 1 Davey Glen Road in the City of Belmont CA-SMA-335/H by Archeological Resource Management, January 2003

Archeological resources were studied extensively in the Ross Woods IS/MND including the implementation of mitigations identified in the reports. Archaeological site CA-SMA-335H was discovered and catalogued east of the project site. The estimated outside limits of CA-SMA-335H were mapped by Holman and Associates, Archaeologists in 1997 and as mapped are approximately 160 feet east of the project site.

The proposed park area was previously disturbed by grading and as a result has 4.5 to 13 feet of artificial fill emplaced above the native soil. The park project would grade one to three feet in depth to level and re-compact site soils. The likelihood of disturbing culturally significant soils is remote

due to the depth of artificial fill on the site and the proposed three foot maximum depth of cut. Park project grading would likely not come into contact with native soil.

If the rainfall harvest system is constructed, grading would likely go into the native soils, resulting in potential impacts to archeological resources. In accordance with the mitigation measures in the Ross Woods IS/MND, a licensed archaeologist shall be on site during preliminary grading to inspect site soils. Should site soils appear culturally significant the archaeologist shall call a halt to grading operations in the potentially affected areas until the potential significance of the find is evaluated. The project is in compliance with Mitigation Measure 16 from the Ross Woods IS/MND and would result in a less than significant impact to cultural resources.

3.7 GEOLOGY AND SOILS

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

The following geotechnical studies and peer reviews are on file with the City Parks and Recreation Department, incorporated by reference, and summarized in the following analysis.

Geotechnical Investigation, Ross Woods Residential Development, Belmont, CA, Treadwell & Rollo Consultants, May 2000.

Geotechnical Investigation Davey Glen Park, Belmont California, Stevens, Ferrone and Bailey, Engineers, October, 2013.

Peer Review of Geotechnical Investigation Davey Glen Park, Belmont California, Cotton Shires Associates, October 30, 2013.

Regional Geology

The San Francisco Peninsula is a relatively narrow band of terrain, about five to 20 miles wide, at the north end of the Santa Cruz Mountains separating the Pacific Ocean from San Francisco Bay. The San Francisco Peninsula is one mountain range in a series of northwesterly-aligned mountains forming the Coast Ranges Geomorphic Province of California that stretches from the Oregon border to nearly Point Conception. In the San Francisco Bay area, most of the Coast Ranges developed on a basement of tectonically mixed Cretaceous- and Jurassic-age (70- to 200-million years old) rocks of the Franciscan Complex.

Movement on the many minor faults associated with the San Andreas Fault system has produced the dominant northwest-oriented structural and topographic trend is seen throughout the Coast Ranges today. This trend reflects the boundary between two of the Earth's major tectonic plates: the North American plate to the east and the Pacific plate to the west. The San Andreas Fault is part of a system that extends from the San Gregorio Fault near the coastline to the Coast Ranges-Central Valley blind thrust at the western edge of the Great Central Valley. The San Andreas Fault is the dominant structure in the system, nearly spanning the length of California, and capable of producing the highest magnitude earthquakes. Many other subparallel or branch faults within the San Andreas system are equally active and nearly as capable of generating large earthquakes. Right-lateral movement dominates on these faults but an increasingly large amount of thrust faulting resulting from compression across the system is now being identified.

Active faults located southwest of the project are the San Andreas at 3.5 miles, Seal Cove at 11 miles and the San Gregorio at 20 miles. Faults located to the northeast are the Hayward Fault at 15.2, Pleasanton at 25.1 miles and the Calaveras Fault at 23 miles. The southeast extension of the Hayward Fault is 22.2 miles southeast of the project.

Project Site Geology

The project site is characterized by an approximate 1-1/2:1 to 2:2 (horizontal to vertical) slope ranging in height from 10 to 25 feet along the northeastern property and sloping to the adjacent

scenic easement area. A northeasterly flowing drainage swale is located below the slope. A seepage area is located near the bottom of the swale.

The area proposed for the park is generally sloped downward from the northwest to the southeast at inclinations of approximately 5:1 to 2:1 (horizontal to vertical) to a greater inclination of 2-1/2:1 at areas adjacent to Davey Glen Road. A concrete manhole is near the center of the site that leads to a storm water drainage pipe at an approximate depth of 13 feet below existing ground surface. Aerial photographs (1939, 1947, 1956 and 1997) and topographic maps indicate the site was originally located in a natural ravine that was partially filled during the construction of the existing Davey Glen Road and adjacent residences in the 1950-60s. The depth of fill, consisting of heterogeneous, stiff to hard clayey fills and dense to very dense sandy and gravelly fills, ranges from 4.5 to 13 feet. There is no documentation as to the engineering, or lack thereof of the fill. Chert bedrock was encountered at 17.5 feet below ground surface. Groundwater was not encountered during the site reconnaissance to a depth of 17.5 feet. Fluctuations in groundwater conditions and/or the amount of time the borings remained open could account for the lack of groundwater being observed on the site.

The project geotechnical consultants, Stevens, Ferrone and Bailey, Engineers conducted surface and subsurface exploration to characterize site conditions. Field work was conducted on September 26 and 27 and October 11, 2013 with five exploratory borings drilled to a maximum depth of 17.5 feet. An additional boring was drilled on July 2, 2015. The recommendations included in the Geotechnical Report and subsequent letter report have been integrated into the design. Cotton Shires Associates, the City's consulting peer reviewer reviewed the report and concurred with the findings and recommendations contained therein.

a. i) Surface Fault Rupture

There are no identified active earthquake faults that have been mapped within the immediate site area. There are no mapped through-going faults within or adjacent to the project site. The site is not within a currently designated Alquist-Priolo Earthquake Fault Zone. There are no known active faults below the project site. The project would have a less than significant impact on exposing people or structures to danger from surface rupture of a known earthquake fault.

a. ii) Strong Seismic Ground Shaking

Damage from a seismic event at the site is most likely to occur from the secondary impact of strong seismic ground shaking originating on a nearby fault. Estimates of actual ground shaking intensity at a particular location are made according to the Modified Mercalli Intensity Scale, which accounts for variables such as the size and distance from the earthquake. For the project site, Mercalli Intensity estimates indicate that earthquake-shaking intensity would vary depending upon where the seismic event originates. For the Maximum Credible Earthquakes (MCE) along the nearby San Andreas and San Gregorio faults (Richter Magnitude 7.9 and 7.2, respectively) the shaking intensities would be IX, "violent" and VIII, "very strong", respectively, at the project site.

Development of the project would not significantly increase the number of structures and people potentially exposed to hazards associated with a major earthquake in the region, largely because the project is an open air park. The impact of seismic ground-shaking would be less than significant. The project would have a less than significant impact on exposing people or structures to danger from surface rupture of a known earthquake fault.

a. iii and c) Liquefaction

Liquefaction is a secondary seismic hazard involving saturated cohesion-less sand and silty sand sediments located close to the ground surface. Liquefaction occurs when the strength of a soil decreases and pore pressure increases as a response to strong seismic shaking and cyclic loading. During the loss of strength, the soil becomes mobile, and can move both horizontally and vertically, if not confined. Soils most susceptible to liquefaction are loose, clean, saturated, uniformly-graded, fine-grained sands. The presence of a high ground water table is also associated with liquefaction.

The boring logs from the site indicate bedrock (chert) at a depth 17.5 feet. Groundwater was not encountered within 17.5 feet of existing surface. The Association of Bay Area Governments and U.S. Geological Survey maps also indicate that the site is characterized as having very low liquefaction susceptibility (Stevens, Ferrone and Bailey, Engineers, page 7). Loose silty sands, uniformly graded sands and silt were not encountered on the project site. The likelihood of liquefaction on the project site is low and would represent a less than significant impact.

a iv) Landslides

Landsliding is often associated with steep unstable slopes. Landslides can be caused by geographical, morphological and physical factors and factors associated with human activity. Human factors include excavation, improper loading of the soil, drawdown of water, changes in land use, lack of water management, vibration caused from things such as a heavy truck passing by or heavy industrial activities including mining and quarrying, deforestation and plant removal and water leakage. The U.S. Geological Survey Open File Report 97-145 shows that the site is not mapped as having previously identified landslides or earth flows nor is it within such an area. The project would pose a less than significant impact associated with slope stability.

b) Erosion or Loss of Topsoil

The project would not increase erosion during construction and operation because erosion control measures are incorporated into the project and as a result erosion impacts are considered to be less than significant.

c) Lateral Spreading or Subsidence

Lateral spreading may occur when a weak layer of material, such as sensitive silt or clay, loses its shear strength as a result of ground shaking; overlaying blocks of competent material may be

translated laterally towards a free face. Lateral spreading is the horizontal/lateral ground movement of relatively flat-lying soil deposit towards a free face such as an excavation, channel, or open body of water. Typically lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of an exposed slope.

The possibility of lateral spreading is very low. The site is not subject to liquefaction and there are no open bodies of water (save for a drainage swale and seep area) which are typically associated with lateral spreading. The potential for lateral spreading on the project site is very low and as such any impacts thereto are considered less than significant.

Differential Settlement/Cyclic Densification/Ground Subsidence: Differential settlement or cyclic densification typically can occur if a project is built upon loose unsaturated soils or across two vastly different soil types or on poorly consolidated soils that densify as a result of groundshaking. Soils become compacted by earthquake vibrations, causing ground surface settlement. Foundation design can mitigate the impacts.

The project soils consist stiff to hard clayey sands and very dense sandy and gravelly soils underlain by bedrock. The geotechnical report for the project contains specifications for re-compacting site soils. The project would not be built across two vastly different soil types; would re-compact areas of existing fill; and would not result in heavy soil loads associated with constructing buildings and foundations that accompany residential and commercial structures. The hazard due to ground subsidence is low due to the denseness of the soil, the location of bedrock and the lack of open and large bodies of water. The risk of ground subsidence and impacts thereto are considered less than significant.

d) Expansive Soils

Expansive soils derive their name from the propensity to change in volume in response to the moisture content of the soil. When the soil becomes wet it swells and when it dries out it shrinks. The pressures the soils exert when they are wet and expanding are very high; sufficient to move most conventional residential foundations. Impacts associated with expansive soils can typically be reduced to a level of insignificance through foundation, footing and grading design and limiting moisture near building foundations by installing away from buildings and drip landscape irrigation.

The project does exhibit the presence of moderately expansive soils; a PI index of 16. The Stevens, Ferrone and Bailey report includes engineering requirements to reduce the impact associated with expansive soils including reducing the irrigation on site and minimizing soil saturation. Cotton Shires Associates peer review concurred with the requirements. The project would have a less than significant impact with respect to expansive soils.

e) Capability of Soils to Support Septic Tanks

The project does not propose to build any new septic tank or alternate waste disposal systems so the project would have no impact on soils due to septic systems.

3.8 Hazards and Hazardous Materials

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII.	HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

The term “hazardous materials”, for the purposes of this analysis, refers to both hazardous materials and hazardous wastes. Under federal and State laws, any material, including wastes, may be considered hazardous if it is specifically listed by statute as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases). The term “hazardous material” is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment (State of California, Health and Safety Code, Chapter 6.95, Section 25501(o)).

Hazardous materials, including but not limited to pesticides and herbicides, heavy metals, volatile organic compounds, oil and gas, may be present in soil and groundwater in areas where land uses have resulted in leaking fuel or chemical storage tanks or other releases of hazardous materials have occurred. Land uses that typically involve the handling of hazardous materials include commercial or industrial operations, as well as agricultural areas where soils may contain pesticides and herbicides.

Various federal, State, and local regulatory agencies maintain lists of hazardous materials sites where soil and/or groundwater contamination is known or suspected to have occurred, typically as a result of leaking storage tanks or other spills. These facilities are readily identified through regulatory agency database searches, such as the State Water Resources Control Board (SWRCB) GeoTracker online database, the California Environmental Protection Agency (CalEPA), Department of Toxic Substances Control (DTSC) Envirostor online database, and several other federal, State and local regulatory agency databases.

The project is in a residential neighborhood. Residential uses surround the site within a 1,000 foot radius. Central Elementary School is located within a quarter-mile of the site and the San Carlos Airport is located approximately 2.25 miles southeast.

a) – c) Hazardous Materials Risk

The site is undeveloped. Visual inspection of the site does not reveal staining or abandoned items. The geotechnical boring logs and report does not indicate the odor of soils contaminated with petrochemicals.

Park construction would result in the transport and use of minor amounts of hazardous materials used in construction, including diesel fuel for equipment or generators. Fueling of equipment would take place off-site. The project would not involve the handling of asbestos or lead based paints as there are no structures on the site that could contain these materials. There are no underground storage tanks on the site. The project would have a less than significant impact during construction activities.

The Belmont Parks and Recreation Department would maintain the park using minor amounts of herbicides to control weeds. The San Mateo County Agriculture Department issues the Belmont

Parks and Recreation Department a permit to use chemicals, with no restricted chemicals. Herbicide use does not require a restricted product permit, use of respirators, or closure of areas. The project would have a less than significant impact with respect to hazardous materials release, transport and use.

d) Hazardous Materials Presence

The project site is not listed on the Department of Toxic Substances Control's Cortese List (California Department of Toxic Substance Control, www.dtsc.ca.gov/database/Calsites/CorteseList.cfm, accessed on December 20, 2013). The project would result in no impact with respect to Cortese list sites.

e) and f) Safety Hazards Due to Nearby Airport or Airstrip

The project site is located approximately eight miles south of San Francisco International Airport and 2.5 miles southeast of San Carlos Airport. The project site is not within an airport land use plan nor is it within two miles of an airport.

g) Conflict with Emergency Response Plan or Emergency Evacuation Plan

The project has been planned for a park since 2000. The project would not obstruct roadways or block emergency access to and within the neighborhood or the site. The project would have no impact on emergency response plans.

h) Exposure of People or Structures to Wildland Fires

The project would have a beneficial impact by trimming or removing up to 49 Eucalyptus trees reducing exposure of people and structures to wildland fires. The project would reduce the risk of a wildland urban interface fire from threatening nearby homes. The project would have less than significant impact with respect to wildland and structure fire and would be an improvement over existing conditions.

3.9 HYDROLOGY AND WATER QUALITY

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY —					
Would the project:					
a)	Violate any water quality standards or waste discharge requirements?			X	

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

The project site is within the San Mateo Plain Groundwater Basin that is located along the southeastern edge of San Mateo County, bordering San Francisco Bay. The basin covers approximately 40 square miles with a depth ranging from 20 to 1,250 plus feet. The basin includes flatlands between the Santa Cruz Mountains and San Francisco Bay, underlying the cities of Belmont, Hillsborough, San Mateo, Foster City, San Carlos, Redwood City, Atherton, Menlo Park and East Palo Alto.

There is a storm drain underneath the park site conveys storm water from the Central Neighborhood. Storm water from the drain eventually drains to O' Neill Slough, which in turn drains to the San Francisco Bay.

a and f) Water Quality

The project is a neighborhood park and a potentially a rainfall harvest system that would not introduce pollutants into the surface water or groundwater. Best Management Practices (BMP) will be required to reduce potential impacts to water quality from construction. Operationally, the project would not change the flow or infiltration of water on the site and with the exception of minor areas of concrete, the site would remain open. In addition, the project includes a dry creek bed area that will be used to explain the benefits of storm water infiltration to the community. The project would result in a less than significant impact on water quality from point and area considerations.

BMPs include:

- Permeable pavements are incorporated where feasible.
- Drainage from approximately half of the paved surfaces will be filtered through a vegetated swale before discharging to the City's storm drain system.
- Waste enclosures will be covered.
- During construction, filter fabric cloth, rock bags, or straw wattles will be placed at all drain inlets to prevent pollutants from entering storm drains.
- Spills, leaks, or drips will be cleaned up immediately by using dry cleanup methods.
- Straw matting will be placed at the temporary sloped areas for erosion control.
- Stockpiled soils will be covered to protect from erosion.
- Hazardous materials (paints, solvents, chemicals) will be stored in accordance with secondary containment regulations and covered during wet weather.
- Spills and leaks will be prevented by maintaining equipment.

The rainfall harvest system, if built, would improve water quality and reduce pollutant runoff of receiving water bodies by capturing the "first flush" storm water runoff. The higher flows would be bypassed into a detention system that meters the outflow to the existing downstream storm sewer system, which will reduce the overall peak discharge to the O' Neill Slough. The rainfall harvesting system would effectively remove sediment and heavy metals from storm water runoff.

b) Deplete or Interfere Substantially with Groundwater

The project would use surface water provided by the Mid-Peninsula Water District and not groundwater to water the modest plantings in the park. The neighborhood park is largely a passive recreational use and would use little water. For example, the park does not include a bathroom or

water fountain and the play area is artificial turf that requires little water. New landscaping would be drought tolerant and likely require limited amounts of water for the first two years after planting.

As for groundwater recharge, about 60% of the park area, about 8,624 square feet, of park area that currently could infiltrate into the groundwater would be directed to the storm drain system. The park use at site would result in a less than significant impact with respect to water use and groundwater interference.

c and d) Alter Existing Drainage Patterns/Erosion and Siltation Effects and Alter Existing Drainage Patterns/Flooding Effects

The project would result in minor alterations to the existing drainage patterns on the site. Currently storm water runoff from the hard packed dirt surface enters into the storm drain inlet located in the middle of the proposed park area. After project completion, storm water running off the concrete entrance area will be directed to a rain garden /dry creek bed that would allow filtration. Runoff from the playground and artificial turf area would be directed to the storm drain located on the site. The project would have a less than significant impact with respect to flooding, siltation and drainage conditions, and would not alter drainage patterns.

The rainfall harvest system would manage storm water at the sub-watershed by detaining or retaining runoff in order to protect streams from pollutants and to protect downstream areas from flooding. The system would create on-site drainage solutions that both protect receiving water bodies from urban runoff pollution.

e) Runoff Exceeding Drainage System Capacity/Increase Polluted Runoff

The park project adds impervious surface to the site but takes about half of that surface flow and allows it to be treated through collection and filtration through the dry creek bed/ rain garden feature. The neighborhood park would not introduce pollutants into waters. The project impact with respect to drainage system capacity and increases in polluted runoff is less than significant.

The rainfall harvesting system would receive runoff from roughly 32 acres of impervious area upstream of the Davey Glen Park site, including rooftops, cross-streets, and other impervious areas draining underneath the park. The system would retain 0.17 acre-ft of the "first flush" runoff reducing the pollutant load in sediment, nutrients, and pesticides discharged to the O' Neill Slough.

g – i) Flood Hazards

The project site is located in Flood Zone C (Federal Emergency Mapping Agency, March 8, 1982) that means an area of minimal flood hazard. The project is not located in a 100-year flood hazard zone and does not include housing. The project would have no impact related to the placement of people or structures in a flood hazard area, the exposure of people or structures to a flood hazard, or a structure in such a way that it would impede or redirect flood flows.

The rainfall harvest system would detain or retain runoff in order to protect streams from pollutants and to protect downstream areas from flooding.

j) Tsunami Hazards

The project site is located approximately 166 feet above mean sea level and is 3.5 miles from San Francisco Bay. The probability of in a tsunami (tidal waves) or seiche (oscillating waves in enclosed water bodies) is very low. The distance from the bay (3.5 miles) and elevation 166 feet would result in no impact of potential inundation by tsunami or seiche.

3.10 LAND USE AND PLANNING

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

a) Division of an Established Community

The Project would result in no impact to the established community and is designed to benefit that community.

b) Conflict with an Adopted Plan

The park project is the final implementation piece of the Ross Woods project which included the construction of townhomes, the preservation of open space, and the construction of a neighborhood park. The park project is the culmination of planning that began in 1990 and was included in the 1992 Park and Open Space Master Plan that identified the need for local parks within Central neighborhood and clearly called for the creation of a park at the Davey Glen site. The Master Plan states:

“Davey Glen Property

1. Work with the developer to achieve parkland dedication instead of Quimby Act fees.
2. Develop neighborhood park as part of future development proposal.
3. Develop passive interpretive trail or exhibits to take advantage of natural character and

archeological features.”

c) Conflict with a Habitat Conservation Plan

The project would not conflict with any habitat conservation plan or natural community conservation plan.

3.11 MINERAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) and b) Loss of Mineral Resources

No mineral resources of value to the region and the residents of the state have been identified at the project site. The project site has not been delineated as a locally important mineral recovery site on the City Belmont General Plan, on any specific plan, or on any other land use plan. The project would have no impact on any known mineral resource, or result in the loss of availability of any locally important resource recovery site.

3.12 NOISE

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. NOISE — Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Noise is generally defined as unwanted sound. Whether a sound is unwanted depends on when and where it occurs, what the listener is doing when it occurs, characteristics of the sound and how intrusive it is above background sound levels. In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During nighttime, exterior background noises are generally lower than daytime levels. Most household noise also decreases at night and exterior noise becomes more noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. Residential, schools and open space (passive recreational) land uses are generally considered to be noise-sensitive uses or sensitive receptors.

a - d) Exposure of Persons to short or long term noise

Grading and Construction

Grading and construction of the park would be short in duration, estimated at six months for park construction. If the rainfall harvest system is built, an additional two months of construction would be required. Sound levels would be similar to those to construct single family home and install landscaping. By ordinance grading and construction activities are limited to the less noise sensitive times of day. Construction activities are limited to the hours of 8:00 AM to 5:00 PM on weekdays and 10:00 AM to 5:00 PM on Saturdays. No construction activities shall be allowed on Sundays or specified holidays. The Belmont Noise Ordinance also requires all gasoline-powered construction equipment be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted. Noise impacts from project grading and construction would be short in duration, occur during the hours of 8:00 AM to 5:00 PM on weekdays and 10:00 AM to 5:00 PM on Saturdays and would be less than significant.

Operational Noise

The project would be similar in sound levels to that of a residential land use. Sounds associated with of children playing, people talking and landscape maintenance. The project would generate a minor increase in traffic noise due to the 10-22 two-way vehicle trips per day. The park will be closed at sunset, preventing noise during the evening and night hours. Project operational noise levels would be less than significant.

e) and f) Aircraft Noise

The project site is not within a 65 dBA airport aircraft impact zone. The project is located approximately eight miles south of San Francisco International Airport and 2.5 miles southeast of San Carlos Airport, noise from aircraft flyovers is audible and under the 65 dBA impact criterion. The project would result no impact with respect to aircraft noise.

3.13 POPULATION AND HOUSING

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII.	POPULATION AND HOUSING — Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

a) Population Growth

The project, a neighborhood park and potentially a rainfall harvest system, would have no impact with respect directly or indirectly substantially increasing population growth.

b) and c) Displacement of Housing or People

The project site is not developed and has been planned and will be used as a neighborhood park. The project would not displace housing units or people and would have no impact on displacement of housing or people.

3.13 PUBLIC SERVICES

4	Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES —					
	a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire protection?			X	
	ii) Police protection?			X	
	iii) Schools?				X
	iv) Parks?			X	
	v) Other public facilities?			X	

a i–iv) Public Services

The project would result in less than significant impacts associated with the provision of new or physically altered governmental facilities. The project would reduce fire danger by removing Eucalyptus Trees, beneficially impacting fire services. If built, the rainfall harvest system would improve storm water management in Belmont. The park may require additional Police services if tagged with graffiti or otherwise vandalized, however the impact would be less than significant. The impact to parks would be beneficial by adding a neighborhood park in an underserved area.

3.15 RECREATION

	Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. RECREATION —					
	a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			X	

a) and b) Recreation

The project would provide a neighborhood park in an underserved area of Belmont. The project would be an improvement with respect to park and recreation resources.

3.16 TRANSPORTATION AND TRAFFIC

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into accounts all modes of transportation including mass transit and non-motorized travel and relative components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?			X	
b) Conflict with an applicable congestion management program including but not limited to the level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

a and b) Increase in Traffic

A focused traffic and circulation (pedestrian and motorized) analysis was prepared for the project by Crane Transportation Group, January 17, 2012. Recommendations from the plan have been implemented into the project.

The project site is accessed by Davey Glen Road, about a quarter mile west of the Davey Glen Road/El Camino Real intersection. Davey Glen Road is a two-lane local road with a straight ± 14 percent uphill grade east to west approaching the park. Davey Glen Road serves commercial activities along El Camino Real and hillside single and multi-family residential units to the west. Partway along the site frontage the grade reduces significantly (to ± 1 percent) and the road traverses a minor horizontal curve. The park frontage is on the south side of the road and on the inside of the curve. Just west of the park boundary the road traverses a 90-degree horizontal curve (west to south) and the grade again begins to increase uphill.

The posted up and downhill speed on Davey Glen Road is 25 miles per hour (mph). On-street parking is allowed in most locations (including along the entire park frontage), and it was observed to be heavily utilized during a midday field survey. A bus stop (for SamTrans route 262) is located just west of the project (park) frontage, and on-street parking is prohibited in this area (as indicated by a red painted curb).

The project has about a 200-foot frontage long the south side of Davey Glen Road. Two park access points are proposed along the frontage: at the west end and middle of the site. The west access would be along a straight segment of Davey Glen Road, while the access in the middle of the frontage would be on the inside of a curve. The west access would be along a relatively level section of Davey Glen Road, while the access in the middle of the site would be at a location where the grade transitions significantly towards the 14 percent downhill slope at the east end of the park.

Surveys were conducted by Crane Transportation Group of up and downhill speeds on Davey Glen Road. Speeds were, in general, higher at the easterly access location (in the middle of the site) due to the straight alignment of Davey Glen Road just east of this point. The curving alignment of Davey Glen Road on both sides of the west access in combination with significant on-street parking in this area resulted in lower speeds at the proposed west access.

The average travel speeds were identical in the up and downhill direction at the proposed west park access (22 mph), while average travel speeds were almost the same (25 mph uphill and 24 mph downhill) at the proposed east park access.

As shown in **Traffic Table 1**, during an average weekday one department staff would be projected to visit the park (resulting in 2 daily trips: 1 in and 1 out). In addition, from 5 to 10 vehicular trips per day would also be expected by residents (resulting in an additional 10 to 20 daily trips: 5/10 in and 5/10 out). This is a best estimate given the proposed park's small size, lack of any team sport facilities, lack of a restroom, and its proximity to many nearby residents who will walk to/from the park. During any given hour, at most, the park would be expected to result in 2 inbound and 2

outbound trips, typically from the residential area in the hills to the west of the park. Little park traffic would be expected to travel on El Camino Real.

**TRAFFIC TABLE 1
VEHICULAR TRIP GENERATION ESTIMATE
PROPOSED DAVEY GLEN PARK
PROJECTIONS BASED UPON DISCUSSION
WITH PARKS & RECREATION DEPARTMENT**

	DAILY 2-WAY TRIPS	PM COMMUTE PEAK HOUR TRIPS	
	INBOUND + OUTBOUND	INBOUND	OUTBOUND
Staff/Maintenance	2	0	0
Visitors	10-20	2	2
TOTAL	12-22	2	2

Source: Crane Transportation Group/Belmont Parks & Recreation Department

The additional traffic due to the park would be de minimus, and not result in measurable change in volume to capacity ratio, congestion or level of service on the local roadway system or at the nearest County CMA intersection. The project would result in a less than significant impact to street capacity and increased traffic volumes on local or regional roads.

c) Alter Air Traffic Patterns

The project is not governed by any height or use restrictions developed by the San Mateo County Airport Land Use Commission's (ALUC) restrictions. The project site is located approximately eight miles south of San Francisco International Airport and 2.5 miles southeast of San Carlos Airport. The project site is not within an airport land use plan nor is it within two miles of an airport. The project would have no impact with respect to safety hazards or height limitations due to a nearby airport.

d) Hazards Due to Design Features or Incompatible Uses

The proposed park could result in additional pedestrian traffic crossing Davey Glen Road from the apartments/houses on the north side of the street. Pedestrian crossing "warning/informational" signs would be posted on both the up and downhill Davey Glen Road approaches to the park in order to alert drivers of the potential crossings.

The project is not proposing additional changes to Davey Glen Road, other than provision of an accessible parking stall along the park frontage at the western park access. The accessible parking stall would not constitute a traffic hazard. Also, the amount of additional traffic expected on the local roadway network due to the park will be negligible.

TRAFFIC TABLE 2
SURVEY OF VEHICLE SPEEDS ALONG DAVEY GLEN ROAD
ADJACENT TO FUTURE DAVEY GLEN PARK
JANUARY 5, 2012

	UPHILL VEHICLES (WESTBOUND)		DOWNHILL VEHICLES (EASTBOUND)	
CONDITION	ADJACENT TO PARK PROPOSED EAST ACCESS	ADJACENT TO PARK PROPOSED WEST ACCESS	ADJACENT TO PARK PROPOSED WEST ACCESS	ADJACENT TO PARK PROPOSED EAST ACCESS
	30/22	25/21	20/24	23/25
	25	22	22	24

Source: Crane Transportation Group

The project will have a less than significant impact in respect to increasing traffic hazards due to its design or introduction of incompatible traffic.

e) Emergency Access

The project would have no impact on emergency access.

f) Alternative Transportation

The project would not deter from use of alternative transportation and is located adjacent to a transit stop. Steep grades on Davey Glen Road could potentially limit use of bicycle access to the park. The project would have no impact with respect to degradation or obstruction of policies, plans, programs for alternate modes of transit.

3.17 UTILITIES AND SERVICE SYSTEMS

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS —					
Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

a, b and e) Wastewater Treatment

The project is a park and does not include restroom facilities. The project would have no impact with respect to wastewater.

b and d) Water and Water Supply

The project would use surface water provided by the Mid-Peninsula Water District and would require extending water service to the park. The neighborhood park is largely a passive recreational use and would use little water. For example, the park does not include a bathroom or water fountain and the play area is artificial turf that requires little water. New landscaping would be drought tolerant and likely require limited amounts of water for the first two years after planting. Impacts to water use would be less than significant.

c) Storm Water Drainage Facilities

The project would result in less than significant impacts to storm water facilities. The project adds impervious surface to the site of about 60% of the park area, 8,712 square feet, that currently could infiltrate into the groundwater would be directed to the storm drain system. Some of that surface flow from the concrete pathways will be treated through collection and filtration through the dry creek bed/ rain garden feature. Surface flow from the playground and artificial turf area would be

directed to the storm drain system. The project impact with respect to drainage system capacity is less than significant.

The rainfall harvest system would improve storm water management in Belmont by retaining storm water. The system would retain 0.17 acre-ft of the “first flush” runoff from the 32 acres of impervious area, reducing the pollutant load in sediment, nutrients, and pesticides discharged to the O’ Neill Slough.

f and g) Solid Waste

Recology Inc. provides solid waste and recycling collection services for the City of Belmont and would serve the project site. The park would have covered receptacles for waste, recycling, and compost. Solid waste from the City of Belmont is collected and conveyed to the San Carlos Transfer Station. Accumulated waste materials are then hauled via Highway 92 to the Ox Mountain Landfill site in Half Moon Bay. The landfill site is anticipated to operate until 2030 under its current permits. The recycled and composted materials would be also processed at the San Carlos Transfer Station. The project would have a less than significant impact with respect to solid waste because the project would not increase the need for solid waste facilities. In addition, most of the waste at the site would be recycled or composted.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)				X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X

a) Quality of the Environment

Implementation of the project would not degrade the quality and extent of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory provided all policies, rules and regulations of all relevant governing bodies are adhered to, and the measures contained within this chapter are implemented.

b) Cumulative Impacts

The project would not result in cumulative impacts.

c) Adverse Effects on Human Beings

The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.